

ROYAL NAVAL DIVISION.
FLEET SCHOOL, BATHURST.
THE ADMIRALTY have given
Official permission for raising a
Battalion of 1,000 men, which will be
entirely limited to Public School or
University men and who will serve
together as a Unit.
Training is now going forward.
Applicants desiring to enrol should
apply at once to
ROYAL NAVAL DIVISION,
6, 7 and 8, Old Bond Street, W.
God Save The King.

Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General
Post Office in the United Kingdom.

WIRE GAUZE
MOSQUITO NETTING.
Stocks kept at reasonable
prices.
ALEX. ROSS & Co.,
Phone 27.

No. 18,102.

號二第百一千八百一第

日一十二月四年辰丙

HONGKONG, MONDAY, MAY 22ND, 1916.

一拜禮

號二十二月五年五國民華中

Price, \$3 PER MONTH.

THE HOME MAILS.

TO ARRIVE.
May 21st. Europe (via Siberia), per r.s.
NHUL.
May 22nd. Europe (via Negapatam),
per s.s. Tosa Maru.
May 23rd. Europe (via Siberia), per
s.s. Porikos.
TO DEPART.
May 23rd. Saigon, Straits, Burmah,
Ceylon, Adelaide, Western
Australia, India, Aden,
Egypt and Europe, at 4 p.m.,
per s.s. Porikos.
May 23rd. Europe (via Siberia), at 3
p.m., per s.s. CHENAK.
May 25th. Straits, Ceylon, India,
Durban, Cape Town and
United Kingdom, at 11 a.m.,
per s.s. Kaga Maru.
May 25th. Europe (via Siberia), at 3
p.m., per s.s. ANHUI.
May 28th. Formosa (via Keelung, Shang-
hai, North China and Japan)
via Moji, Victoria, Tacoma
and United Kingdom (via
Canada), at 1 p.m., per s.s.
CANADA MARU.
May 31st. Europe (via Siberia), at 10.30
a.m., per s.s. EMPRESS OF
JAPAN.
May 31st. Shanghai, North China,
Japan (via Nagasaki, Vi-
toria, B.C. (Canada), United
States, South America and
United Kingdom (via Van-
couver), at 10.30 a.m., per s.s.
EMPRESS OF JAPAN.
June 2nd. Straits, Burmah, Ceylon,
Adelaide, Western Australia,
India, Aden, Egypt and
Europe, at 11 a.m., per s.s.
NOVARA.

F.B. For further returns and for Mails to
and from the Coast Ports, Manila,
Siam, etc., see the Post Office Notice
on the last page of this issue.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 37½ lbs. net.
In Bags 250 lbs. net.
SHEWAN TOMES & Co.,
(General Managers).
HONGKONG, 9th December, 1914.

FOR SALE.

COLLECTIONS OF CHINA POSTAGE
STAMPS, in packets, all different, no
duplicate.

GRACA & CO.

No. 4, WYNDHAM STREET.

Hongkong, 7th April, 1916.

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS

Photographic Goods of Every Description
in Stock.

Developing, Printing and Enlarging.
Canton Marbles in Various Shades
Telephone 1212.
Hongkong, 4th February, 1916.

PEAK TRAMWAY COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 " " 10.00 " " 10 " "
10.00 " " 11.00 " " 15 " "
11.30 " " 12.30 p.m. " " 15 " "
12.45 p.m. to 1.15 " " 15 " "
1.15 " " 1.45 " " 15 " "
1.45 " " 2.15 " " 10 " "
2.15 " " 5.00 " " 15 " "
5.00 " " 5.10 " " 10 " "
NIGHT CARS.
8.45 p.m. and 9.00 p.m. 9.30 to 11.00 p.m.
Every Half-Hour.
100 p.m. to 11.45 p.m.
Every Quarter-Hour.
SUNDAYS.
7.45 a.m. to 10.30 a.m. Every 15 minutes.
10.30 " " 11.00 " " 10 " "
11.30 " " 12.00 noon " " 15 " "
12.00 noon to 1.00 p.m. " " 10 " "
1.00 p.m. to 5.00 " " 15 " "
5.00 " " 6.00 " " 10 " "
6.00 " " 7.00 " " 15 " "
7.00 " " 8.10 " " 10 " "
NIGHT CARS on Week Days.
Extra Car at 12 Midnight.
SPECIAL CARS by arrangement at
the Company's Office, Alexandra Buildings,
Des Voeux Road Central.
Season and punch tickets available for all
cars not already full running at the time
stated in the Company's time table, but
not for special cars, can be obtained on
application at the Company's Office. No
Season ticket will be issued until payment
thereof has been made in Bank Notes or
by Cheque or Compendious order represent-
ing Bank Notes.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong 18th June 1915.

MITSUBISHI DOCKYARD AND ENGINE WORKS.

A.I., A.B.O., WESTERN UNION, ENGINEERING AND BENTLEY CODES USED.

Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.
Manufacturers of Contrado Condensers, Stone's Manganese, Bronze Castings,
Piston's Steam Turbines and Turbo-Alternators, &c. &c.

NAGASAKI.
TELEGRAPHIC ADDRESS: "DOCK," NAGASAKI.
GRAVING DOCKS AND PATENT SLIP.
Lengin on Keel Blocks ... 510 feet ... 250 ... 714 feet.
Width of Entrance on bottom ... 56 " ... 58 " ... 58 " ... 44 "
Water on Blocks at Spring Tide ... 26 " ... 24 " ... 24 " ... 44 "
PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.
The Salvage Steamer "OURA MARU," 718 tons and 12 knots.
Two Floating Cranes of 60 and 80 tons each, besides 150 tons Giant Crane.

KOBE.
TELEGRAPHIC ADDRESS: "DOCK," KOBE.
FLOATING DOCKS.
Lifting Power ... No. 1 7,000 tons, No. 2 13,000 tons.
max. Length of Ship taken in ... 160 feet ... 58 " ... 58 " ... 58 "
max. Breadth of Ship taken in ... 56 " ... 58 " ... 58 " ... 58 "
max. Draft of Ship taken in ... 33 " ... 33 " ... 33 " ... 33 "
The Salvage Steamer "ARIMA MARU," Pumping capacity over 5,000 tons.

HIKOSHIMA (Near Shimoda).
TELEGRAPHIC ADDRESS: "DOCK," SHIMODA.
GRAVING DOCK.
Length on Keel Blocks ... 568 feet 0 inch
Breadth at Entrance on bottom ... 56 " 0 " ... 56 " 0 " ... 56 " 0 " ... 56 " 0 "
Depth of Water on Blocks at Spring Tide ... 25 " 7 " ... 25 " 7 " ... 25 " 7 " ... 25 " 7 "
Floating Crane capable of lifting 20 tons weight.
THE NAGASAKI, KOBE AND HIKOSHIMA DOCKYARDS
are closely connected with each other, enabling them to co-operate in the prompt execution
of work and to suit the convenience of customers.
Any Orders will be promptly attended to and Estimates sent on application.

THE KAILAN MINING ADMINISTRATION.

KAIPING COAL.
Now well-known throughout the East for
STEAM RAISING, FORGING, STEEL MAKING, SHIPS'
BUNKERS AND HOUSEHOLD PURPOSES.
KAIPING COKE:

Completes with the best quality English Cokes for
FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES.
HIGHEST **FIREBRICKS** GRADE
FIRECLAY.

STOCK ALWAYS ON HAND.
OFFICE: QUEEN'S BUILDINGS, HONGKONG. TEL. ADD: MAISHAN, HONGKONG
TELEPHONE No. 1030.
DODWELL & CO., LTD.,
Hongkong, 1st October, 1914. AGENTS.

SOUTH MANCHURIA RAILWAY.

TRAVERSING THE NEWEST AND MOST INTERESTING COUNTRY
OPENED TO THE TOURIST AND HOLIDAY-MAKER.

THE SHORTEST, QUICKEST, AND CHEAPEST ROUTE BETWEEN THE
FAR EAST AND EUROPE IS STILL VIA THE
SOUTH MANCHURIA RAILWAY.

Time-Table from May 1st, 1915, until Further Notice.

Owing to the War the THIRICE-WEEKLY EXPRESS TRAIN SERVICE has been
temporarily suspended, and a ONCE WEEKLY EXPRESS TRAIN SERVICE, composed
of excellently equipped Dining and First and Second Class Sleeping Cars is operated between
Dairen and Changchun in connection with the Trans-Siberian Express Trains and with
Dairen-Saitou (Tientsin) Shanghai Mail Steamers Service by the S.S. "HAKAI MARU"
and "KOBE MARU" (each equipped with wireless telegraph) as follows:

NORTH BOUND.				SOUTH BOUND.			
Train	Time	Days	Remarks	Train	Time	Days	Remarks
1st Class	7.00 a.m.	Mon, Wed, Fri	Connecting at Dairen with Trans-Siberian Service to Peking.	1st Class	8.00 a.m.	Tue, Thu, Sat	Connecting at Dairen with Trans-Siberian Service to Peking.
2nd Class	7.15 a.m.	Mon, Wed, Fri		2nd Class	8.15 a.m.	Tue, Thu, Sat	
3rd Class	7.30 a.m.	Mon, Wed, Fri		3rd Class	8.30 a.m.	Tue, Thu, Sat	
4th Class	7.45 a.m.	Mon, Wed, Fri		4th Class	8.45 a.m.	Tue, Thu, Sat	
5th Class	8.00 a.m.	Mon, Wed, Fri		5th Class	9.00 a.m.	Tue, Thu, Sat	
6th Class	8.15 a.m.	Mon, Wed, Fri		6th Class	9.15 a.m.	Tue, Thu, Sat	
7th Class	8.30 a.m.	Mon, Wed, Fri		7th Class	9.30 a.m.	Tue, Thu, Sat	
8th Class	8.45 a.m.	Mon, Wed, Fri		8th Class	9.45 a.m.	Tue, Thu, Sat	
9th Class	9.00 a.m.	Mon, Wed, Fri		9th Class	10.00 a.m.	Tue, Thu, Sat	
10th Class	9.15 a.m.	Mon, Wed, Fri		10th Class	10.15 a.m.	Tue, Thu, Sat	
11th Class	9.30 a.m.	Mon, Wed, Fri		11th Class	10.30 a.m.	Tue, Thu, Sat	
12th Class	9.45 a.m.	Mon, Wed, Fri		12th Class	10.45 a.m.	Tue, Thu, Sat	
13th Class	10.00 a.m.	Mon, Wed, Fri		13th Class	11.00 a.m.	Tue, Thu, Sat	
14th Class	10.15 a.m.	Mon, Wed, Fri		14th Class	11.15 a.m.	Tue, Thu, Sat	
15th Class	10.30 a.m.	Mon, Wed, Fri		15th Class	11.30 a.m.	Tue, Thu, Sat	
16th Class	10.45 a.m.	Mon, Wed, Fri		16th Class	11.45 a.m.	Tue, Thu, Sat	
17th Class	11.00 a.m.	Mon, Wed, Fri		17th Class	12.00 noon	Tue, Thu, Sat	
18th Class	11.15 a.m.	Mon, Wed, Fri		18th Class	12.15 noon	Tue, Thu, Sat	
19th Class	11.30 a.m.	Mon, Wed, Fri		19th Class	12.30 noon	Tue, Thu, Sat	
20th Class	11.45 a.m.	Mon, Wed, Fri		20th Class	12.45 noon	Tue, Thu, Sat	
21st Class	12.00 noon	Mon, Wed, Fri		21st Class	1.00 p.m.	Tue, Thu, Sat	
22nd Class	12.15 noon	Mon, Wed, Fri		22nd Class	1.15 p.m.	Tue, Thu, Sat	
23rd Class	12.30 noon	Mon, Wed, Fri		23rd Class	1.30 p.m.	Tue, Thu, Sat	
24th Class	12.45 noon	Mon, Wed, Fri		24th Class	1.45 p.m.	Tue, Thu, Sat	
25th Class	1.00 p.m.	Mon, Wed, Fri		25th Class	2.00 p.m.	Tue, Thu, Sat	
26th Class	1.15 p.m.	Mon, Wed, Fri		26th Class	2.15 p.m.	Tue, Thu, Sat	
27th Class	1.30 p.m.	Mon, Wed, Fri		27th Class	2.30 p.m.	Tue, Thu, Sat	
28th Class	1.45 p.m.	Mon, Wed, Fri		28th Class	2.45 p.m.	Tue, Thu, Sat	
29th Class	2.00 p.m.	Mon, Wed, Fri		29th Class	3.00 p.m.	Tue, Thu, Sat	
30th Class	2.15 p.m.	Mon, Wed, Fri		30th Class	3.15 p.m.	Tue, Thu, Sat	
31st Class	2.30 p.m.	Mon, Wed, Fri		31st Class	3.30 p.m.	Tue, Thu, Sat	
32nd Class	2.45 p.m.	Mon, Wed, Fri		32nd Class	3.45 p.m.	Tue, Thu, Sat	
33rd Class	3.00 p.m.	Mon, Wed, Fri		33rd Class	4.00 p.m.	Tue, Thu, Sat	
34th Class	3.15 p.m.	Mon, Wed, Fri		34th Class	4.15 p.m.	Tue, Thu, Sat	
35th Class	3.30 p.m.	Mon, Wed, Fri		35th Class	4.30 p.m.	Tue, Thu, Sat	
36th Class	3.45 p.m.	Mon, Wed, Fri		36th Class	4.45 p.m.	Tue, Thu, Sat	
37th Class	4.00 p.m.	Mon, Wed, Fri		37th Class	5.00 p.m.	Tue, Thu, Sat	
38th Class	4.15 p.m.	Mon, Wed, Fri		38th Class	5.15 p.m.	Tue, Thu, Sat	
39th Class	4.30 p.m.	Mon, Wed, Fri		39th Class	5.30 p.m.	Tue, Thu, Sat	
40th Class	4.45 p.m.	Mon, Wed, Fri		40th Class	5.45 p.m.	Tue, Thu, Sat	
41st Class	5.00 p.m.	Mon, Wed, Fri		41st Class	6.00 p.m.	Tue, Thu, Sat	
42nd Class	5.15 p.m.	Mon, Wed, Fri		42nd Class	6.15 p.m.	Tue, Thu, Sat	
43rd Class	5.30 p.m.	Mon, Wed, Fri		43rd Class	6.30 p.m.	Tue, Thu, Sat	
44th Class	5.45 p.m.	Mon, Wed, Fri		44th Class	6.45 p.m.	Tue, Thu, Sat	
45th Class	6.00 p.m.	Mon, Wed, Fri		45th Class	7.00 p.m.	Tue, Thu, Sat	
46th Class	6.15 p.m.	Mon, Wed, Fri		46th Class	7.15 p.m.	Tue, Thu, Sat	
47th Class	6.30 p.m.	Mon, Wed, Fri		47th Class	7.30 p.m.	Tue, Thu, Sat	
48th Class	6.45 p.m.	Mon, Wed, Fri		48th Class	7.45 p.m.	Tue, Thu, Sat	
49th Class	7.00 p.m.	Mon, Wed, Fri		49th Class	8.00 p.m.	Tue, Thu, Sat	
50th Class	7.15 p.m.	Mon, Wed, Fri		50th Class	8.15 p.m.	Tue, Thu, Sat	
51st Class	7.30 p.m.	Mon, Wed, Fri		51st Class	8.30 p.m.	Tue, Thu, Sat	
52nd Class	7.45 p.m.	Mon, Wed, Fri		52nd Class	8.45 p.m.	Tue, Thu, Sat	
53rd Class	8.00 p.m.	Mon, Wed, Fri		53rd Class	9.00 p.m.	Tue, Thu, Sat	
54th Class	8.15 p.m.	Mon, Wed, Fri		54th Class	9.15 p.m.	Tue, Thu, Sat	
55th Class	8.30 p.m.	Mon, Wed, Fri		55th Class	9.30 p.m.	Tue, Thu, Sat	
56th Class	8.45 p.m.	Mon, Wed, Fri		56th Class	9.45 p.m.	Tue, Thu, Sat	
57th Class	9.00 p.m.	Mon, Wed, Fri		57th Class	10.00 p.m.	Tue, Thu, Sat	
58th Class	9.15 p.m.	Mon, Wed, Fri		58th Class	10.15 p.m.	Tue, Thu, Sat	
59th Class	9.30 p.m.	Mon, Wed, Fri		59th Class	10.30 p.m.	Tue, Thu, Sat	
60th Class	9.45 p.m.	Mon, Wed, Fri		60th Class	10.45 p.m.	Tue, Thu, Sat	
61st Class	10.00 p.m.	Mon, Wed, Fri		61st Class	11.00 p.m.	Tue, Thu, Sat	
62nd Class	10.15 p.m.	Mon, Wed, Fri		62nd Class	11.15 p.m.	Tue, Thu, Sat	
63rd Class	10.30 p.m.	Mon, Wed, Fri		63rd Class	11.30 p.m.	Tue, Thu, Sat	
64th Class	10.45 p.m.	Mon, Wed, Fri		64th Class	11.45 p.m.	Tue, Thu, Sat	
65th Class	11.00 p.m.	Mon, Wed, Fri		65th Class	12.00 midnight	Tue, Thu, Sat	
66th Class	11.15 p.m.	Mon, Wed, Fri		66th Class	12.15 midnight	Tue, Thu, Sat	
67th Class	11.30 p.m.	Mon, Wed, Fri		67th Class	12.30 midnight	Tue, Thu, Sat	
68th Class	11.45 p.m.	Mon, Wed, Fri		68th Class	12.45 midnight	Tue, Thu, Sat	
69th Class	12.00 midnight	Mon, Wed, Fri		69th Class	1.00 midnight	Tue, Thu, Sat	
70th Class	12.15 midnight	Mon, Wed, Fri		70th Class	1.15 midnight	Tue, Thu, Sat	
71st Class	12.30 midnight	Mon, Wed, Fri		71st Class	1.30 midnight	Tue, Thu, Sat	
72nd Class	12.45 midnight	Mon, Wed, Fri		72nd Class	1.45 midnight	Tue, Thu, Sat	
73rd Class	1.00 midnight	Mon, Wed, Fri		73rd Class	2.00 midnight	Tue, Thu, Sat	
74th Class	1.15 midnight	Mon, Wed, Fri		74th Class	2.15 midnight	Tue, Thu, Sat	
75th Class	1.30 midnight	Mon, Wed, Fri		75th Class	2.30 midnight	Tue, Thu, Sat	
76th Class	1.45 midnight	Mon, Wed, Fri		76th Class	2.45 midnight	Tue, Thu, Sat	
77th Class	2.00 midnight	Mon, Wed, Fri		77th Class	3.00 midnight	Tue, Thu, Sat	
78th Class	2.15 midnight	Mon, Wed, Fri		78th Class	3.15 midnight	Tue, Thu, Sat	
79th Class	2.30 midnight	Mon, Wed, Fri		79th Class	3.30 midnight	Tue, Thu, Sat	
80th Class	2.45 midnight	Mon, Wed, Fri		80th Class	3.45 midnight	Tue, Thu, Sat	
81st Class	3.00 midnight	Mon, Wed, Fri		81st Class	4.00 midnight	Tue, Thu, Sat	
82nd Class	3.15 midnight	Mon, Wed, Fri		82nd Class	4.15 midnight	Tue, Thu, Sat	
83rd Class	3.30 midnight	Mon, Wed, Fri		83rd Class	4.30 midnight	Tue, Thu, Sat	
84th Class	3.45 midnight	Mon, Wed, Fri		84th Class	4.45 midnight	Tue, Thu, Sat	
85th Class	4.00 midnight	Mon, Wed, Fri		85th Class	5.00 midnight	Tue, Thu, Sat	
86th Class	4.15 midnight	Mon, Wed, Fri		86th Class	5.15 midnight	Tue, Thu, Sat	
87th Class	4.30 midnight	Mon, Wed, Fri		87th Class	5.30 midnight	Tue, Thu, Sat	
88th Class	4.45 midnight	Mon, Wed, Fri		88th Class	5.45 midnight	Tue, Thu, Sat	
89th Class	5.00 midnight	Mon, Wed, Fri		89th Class	6.00 midnight	Tue, Thu, Sat	
90th Class	5.15 midnight	Mon, Wed, Fri		90th Class	6.15 midnight	Tue, Thu, Sat	
91st Class	5.30 midnight	Mon, Wed, Fri		91st Class	6.30 midnight	Tue, Thu, Sat	
92nd Class	5.45 midnight	Mon, Wed, Fri		92nd Class	6.45 midnight	Tue, Thu, Sat	
93rd Class	6.00 midnight	Mon, Wed, Fri		93rd Class	7.00 midnight	Tue, Thu, Sat	
94th Class	6.15 midnight	Mon, Wed, Fri		94th Class	7.15 midnight	Tue, Thu, Sat	
95th Class	6.30 midnight	Mon, Wed, Fri		95th Class	7.30 midnight	Tue, Thu, Sat	
96th Class	6.45 midnight	Mon, Wed, Fri		96th Class	7.45 midnight	Tue, Thu, Sat	
97th Class	7.00 midnight	Mon, Wed, Fri		97th Class	8.00 midnight	Tue, Thu, Sat	
98th Class	7.15 midnight	Mon, Wed, Fri		98th Class	8.15 midnight	Tue, Thu, Sat	
99th Class	7.30 midnight	Mon, Wed, Fri		99th Class	8.30 midnight	Tue, Thu, Sat	
100th Class	7.45 midnight	Mon, Wed, Fri		100th Class	8.45 midnight	Tue, Thu, Sat	

* Russian Train Time is 25 minutes faster than the S.M.R. Time.
The above fares do not include the Express Train Berth Fee.
To the many train leaving Dairen at 8 p.m. for Changchun and then leaving Chang-
chun at 11.30 a.m. for Dairen a Compartment Car has been attached, on which First-Class
Passengers can secure sleeping accommodation on payment of Yen 2.
RAILWAY HOTELS.—YAMATO HOTEL (Tel. 2222).—Yamato. At
Dairen, Port Arthur, Mukden, Changchun, and Hsichang (the most convenient point in
North China), all under the Company's management.
TICKET AGENTS.—The Company's Railway and Steamship Agents are obtainable
at all the Agencies of the INTERNATIONAL STEAMSHIP CO. & EXPRESS TRADING CO.,
Messrs. THOS. COOK & SON, the NORDDEUTSCHER LLOYD, and the
NIPPON YUSEN KAISEI, Shanghai, from whom all information, time-tables, pictorial
guide-books, etc., can be obtained free, or direct from the
SOUTH MANCHURIA RAILWAY CO., DAIREN.
Tel. Add: "MANCHU." Codes: A.B.C. 5th Ed. 1st Edition.

FUSHUN COAL.

THE BEST STEAMING COAL IN THE FAR EAST.
Fresh stocks always on hand at Dairen, Port Arthur, Newchwang, and Tientsin Dairen,
and also at Antung, Chaoan, Shanghai, Hongkong, Manila, Singapore, and Penang.
MINING DEPARTMENT.
SOUTH MANCHURIA RAILWAY CO., DAIREN.
499

KELLY & WALSH, LTD.

LIST OF NEW BOOKS.

Receives for s.s. "NOVARA," May, 10th 1916
The Story of a Coincidence, by M. Frovet ... 5.80
Germany before the War, by the Belgian Minister in Berlin ... 2.75
Pincher in Peace and War, by G. M. Hinks ... 80
The Night Cometh, by Paul Bourget ... 4.80
"The Times" War Atlas and Gazetteer ... 2.0

NEW ADVERTISEMENTS

ON HIS MAJESTY'S SERVICE

TENDERS are invited for the Supply of CARPENTERS, PLUMBERS, PAINTERS, and SHOE-MAKERS to H.M. Naval Yard.

Forms of Tender can be obtained at the Chief Constructor's Office, H.M. Naval Yard, Hongkong, and should be filled in and returned as indicated in Tender Form not later than Noon, THURSDAY, 26th June, 1916.

C. D. J. BELL,
Chief Constructor.

H.M. Dockyard,
Hongkong, 16th May, 1916. [721]

THE "STAR" FERRY COMPANY, LTD.
NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the EIGHTEENTH ORDINARY ANNUAL MEETING of this Company will be held at the Office of Messrs. JARDINE, MATTHEWSON & CO., LTD., on THURSDAY, the 1st of June, 1916, at Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts to 30th April, 1916.

The REGISTER OF SHARES of the Company will be CLOSED on SATURDAY, the 27th May, to THURSDAY, the 1st June, 1916, inclusive.

By Order of the Board of Directors,
PHILIP R. WOLFF,
Acting Secretary. [722]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, On MONDAY, the 26th May, 1916, commencing at 11 A.M., at the Toyo Kisen Kaisha's Godown (and afterwards at Messrs. H. Scott & Co.'s Godown) Kennedy Town,

SUNDRY SHIP'S GEAR,
ex s.s. "CHRYO MARU,"

Comprising:—
Steam Whistles, Boat Davits, Brass port scuttles and frames, Brass Saloon window frames and windows, Electric Fans and Lamps, Copper whistle and syren, Brass signal gun, Engine Room telegraphs and compasses, Electric water-tight shutter box, Copper and Brass Steam Pipes, etc., etc., and
One Searchlight.

N.B.—Further sales will be notified later. On View from FRIDAY, the 26th inst. Catalogues on application.

TERMS:—Cash on delivery.

GEO. P. LAMBERT,
Auctioneer.
Hongkong, 20th May, 1916. [710]

CANADIAN PACIFIC
OCEAN SERVICES.
LIMITED.

THE Steamship
"STRINDA"
will be despatched for
VANCOUVER, B.C.,
Via Usual Ports of Call.

About the 30th MAY, 1916.

Bills of Lading issued to all Overland Points in Canada, United States and West Indies, etc.

For Freight Rates, etc., please apply—
J. H. WALLACE,
General Agent,
Hongkong.

Hongkong, 22nd May, 1916. [718]

BOARD AND RESIDENCE.

IN Large House, convenient situation, good outlook. Comfortable Rooms, excellent cuisine. Moderate terms.

Apply—
C. M.
Care of "Daily Press" Office.
Hongkong, 19th May, 1916. [714]

HAMBURG-AMERIKA LINIE.

G. FRIEN,
HILL BERGDAL & CO.,
L. LORRIA,
(in Liquidation).

CREDITORS are required to send in their Claims against the above to the Undersigned, No. 5, Queen's Road Central, on or before WEDNESDAY, the 31st May, 1916.

Dated the 12th May, 1916.

J. HENNESSY SEITH, A.S.A.,
Liquidator. [693]

NOW ON SALE.

**THE
DIRECTORY
AND
CHRONICLE
FOR CHINA, JAPAN, ETC.,
FOR THE YEAR
1916.**

INDISPENSABLE TO EVERY
BUSINESS MAN.

TO BE OBTAINED FROM THE—
HONGKONG DAILY PRESS OFFICE
and
LOCAL BOOKSELLERS

1,750 Pages—Price \$10.

The alterations this year are unusually heavy
owing to changes incidental to the War.

PUBLIC COMPANIES

THE CHINA-BORNEO COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTEENTH YEARLY MEETING OF SHAREHOLDERS of the above Company will be held at the Company's Office, St. George's Building, at 1230 A.M. TO-DAY (MONDAY), the 22nd May, 1916, to receive a Statement of Accounts to the 31st December, 1915, and the Report of the General Manager and Consulting Committee and to elect a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th May to the 22nd May, 1916, both days inclusive.

THE CHINA-BORNEO CO., LTD.,
W. G. DABRY,
General Manager.
Hongkong, 4th May, 1916. [689]

PEAK TRAMWAYS COMPANY, LTD.

NOTICE IS HEREBY GIVEN that the ORDINARY ANNUAL GENERAL MEETING OF SHAREHOLDERS of the above Company will be held at the Hongkong Hotel, Hongkong, TO-MORROW (TUESDAY), the 23rd May, 1916, at Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 30th April, 1916.

The TRANSFER BOOKS of the Company will be CLOSED from the 18th instant to the 26th instant, both days inclusive.

PEAK TRAMWAYS COMPANY, LTD.,
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 12th May, 1916. [694]

5½% RUSSIAN INTERNAL SHORT
TERMED LOAN OF 1916
for Rbls. 2,000,000,000.

THE Public is hereby informed that the Subscription List to the above LOAN will be Closed on 26th May, 1916, and not as heretofore advertised.

The terms are as under:—
The Price of issue is 95%.
The Loan is entirely free of Income Tax and of other taxation.

The Loan is redeemable at par on 1st February, 1926, Russian style, without option for the Russian Government to convert it at an earlier date.

Coupons are payable half-yearly on the 1st February and 1st August, Russian style. As interest on the above Loan runs from 1st/14th February, the interest accrued on date of subscription must be taken into consideration and is to be added to the price of issue.

The Russo-Asiatic Bank in Hongkong is ready to accept applications for the above-named Loan.

Special favourable rates will be quoted for Russian exchange.

Payments may also be made in Rubles. Applications will be wired to Petrograd free of telegraphic charges and commission. 40% only of the cost of the Bonds may be paid on application; the balance to be paid on receipt of the Bonds.

The Bank is also ready to give every facility to subscribers in the shape of advances against the scrips.

G. TISDALL,
Manager,
RUSSO-ASIATIC BANK.
Hongkong, 15th May, 1916. [702]

FOR SALE AS A GOING
CONCERN.THE CENTRAL CHAMBERS,
10, QUEEN'S ROAD CENTRAL.

THE above RESIDENTIAL CHAMBERS are most centrally situated, containing 12 Newly Furnished Rooms, with every requisite: Telephone, Hot and Cold Water and Gas laid on, Electric Bells, 4 Bath Rooms, Boys' Room, Kitchen, etc.

For full particulars and cards to view apply—
ALEXANDRA CAFE,
Des Voeux Road Central.
Hongkong, 20th May, 1916. [717]

FOR SALE.

ONE SET VERTICAL MARINE ENGINES, with three cylinders of 18 inches, 24 inches and 40 inches diameter, 4th Condenser and Pumps, complete. Also three bilge discharging boxes, one reducing valve, two discharge valves, one set double safety valves, one steam distributing valve chest, with valves, one bulkhead flange for shaft, one main injection valve, and one spare condenser door, all having been formerly used in connection with the above engines. Built in 1904 and been in use only 14 months.

1,933 lbs.—Self-Heating Steel.
1,877 lbs.—L. A. Turning Steel.
923 lbs.—Oval Chisel Steel.
2,393 lbs.—Round Punching or Turning Steel.

One hundred Kilos Metal Packing.
Open to Offers.
For further particulars apply to
GEO. P. LAMBERT,
4, Duddell Street.
[411]

TO LET.

OFFICES at 2, Connaught Road.
HOUSE in CLIFTON GARDENS, Connaught Road.
NEW FIVE-STOREY TERRACE, GODOWNS, at West End, TONG, ANTON.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. [32]

HOUSES TO LET

TO LET—FURNISHED.

NO. 5, THE PEAK, SIX ROOMS and Tennis Court. Within 10 minutes of Tram.
Apply—
H. A. LAMBERT,
[720]

TO LET.

PREMISES at present occupied by CHS. J. GAUPP & Co., Alexandra Buildings, Chater Road.
Apply on premises or to—
LOWE, BINGHAM & MATTHEWS,
Liquidators. [705]

TO LET.

OFFICES on 1st Floor, No. 9, Queen's Road Central (In Ice House Street).
Apply to—
WILKINSON & GRIST.
[681]

TO LET.

OFFICES on 1st Floor, No. 3, Queen's Road Central, at present in the occupation of The China Fire Insurance Co., Ltd.
Apply to—
CHINA FIRE INSURANCE CO., LTD. [922]

TO LET.

OFFICES in SECOND FLOOR, QUEEN'S BUILDINGS, Reasonable rent.
Apply to—
THE UNION TRADING CO.,
5, Queen's Buildings. [574]

TO LET.

OFFICES in Prince's Building.
Apply to—
SHEWAN, TOMES & Co.,
Liquidators,
RAUTER, BROCKELMANS & Co.
[673]

TO LET.

RAVENSHILL EAST, Park Road, containing 6 Rooms, 3 Bath Rooms, Servants' Quarters, &c. Vacant 1st November.
Apply—
DEACON, LOCKER, DEACON & HARSTON. [60]

TO LET.

A SMALL GODOWN in PRINCE'S BUILDING.
For particulars etc. apply—
THE HONGKONG CENTRAL ESTATE, LTD. [665]

TO LET.

NO. 4, DES VOEUX ROAD CENTRAL, First Floor.
THE COMMODIOUS DWELLING HOUSE, with Office, Servants' Quarters, etc., No. 14, SHAMSHU, CANTON, from 1st June, at present in the occupation of the Imperial Russian Consulate.
Apply to—
DAVID SASSOON & Co., Ltd. [415]

TO LET.

A HOUSE in Kowloon Terrace.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. [37]

TO LET.

OFFICES, 2nd Floor, St. George's Buildings.
Apply to—
SHEWAN, TOMES & Co. [518]

TO LET.

TWO ROOMED FLATS in Nathan Road, Kowloon.
THREE ROOMED FLATS in Murphy's Buildings, Kowloon.
FOUR ROOMED FLATS in May Road with every modern convenience, including English Bath and Kitchen Range, Hot Water and Water Carriage Systems. A few Flats specially designed to accommodate three bachelors at reasonable rentals. Immediate possession.

FOUR ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Alexandra Buildings. [692]

TO LET.

NO. 5, MOUNTAIN VIEW, PEAK.
CRAIGMIN EAST, 160, THE PEAK, Unfurnished.
A ROOMED FLAT to let at the PEAK, KELLET CREST, 66, PEAK.
No. 140, WANCHAI ROAD, Large and Spacious Godown.
"SHORNCLIFFE," Garden Road, to let. Furnished, 6 Rooms.
"WOODBURY," No. 4, Hankow Road, Kowloon, from 1st May, 1916.
"GLENSHIEL," No. 141, Plantation Road, Peak, from 1st November, 1915.
"HARTING," Austin Road, Kowloon.
No. 6, BELLILIOS TERRACE.
No. 25, BELLILIOS TERRACE, with entrance on Connaught Road.
TWO GODOWNS in Duddell Street.
No. 2, DES VOEUX VILLAS, 51, PEAK, Unfurnished.
No. 2, THE PEAK, CAMERON VILLAS.
Apply to—
LINSTEAD & DAVIS,
2nd Floor, Alexandra Buildings. [35]

INTIMATION

WATSON'S

THE PREMIER SCOTCH
OF THE FAR EAST
FOR 25 YEARS.

POPULARITY MAINTAINED

BY ITS

EXCELLENT QUALITY,

NOT BY EXPENSIVE

WORLD-WIDE ADVERTISING.

A. S. WATSON &
CO., LTD.,WINE & SPIRIT MERCHANTS.
HONGKONG. [13]

MARRIAGE.

SMALLBONES-PROCTER.—At H.B.M. Consulate, and afterwards at Holy Trinity Cathedral, Shanghai, by the Dean, on May 16th, JOHN SMALLBONES, of the Electricity Department, Shanghai, to FLORENCE, third daughter of HENRY PROCTER and Mrs. PROCTER, of "Llanwarne," Lee, Kent.

DEATHS.

STALKER.—At the General Hospital, Shanghai, on May 13th, WILLIAM SEVERIGHT STALKER, Master Marine (late Indo-China S. N. Co.), aged 63 years.

CONNELL.—At the General Hospital, Shanghai, on May 14th, GAILY COLEMAN CONNELL (Shanghai-Nanking Railway), aged 31 years.

LEST.—At the General Hospital, Shanghai, on May 14th, ROBERT HIDDLESTON LEST (formerly of the China Merchants S. N. Co.), aged 69 years.

HONGKONG OFFICE: 10A, DES VOEUX ROAD, C. LONDON OFFICE: 121, FLEET STREET, E.C.

The Daily Press.

HONGKONG, 22ND MAY, 1916.

THE POLITICAL SITUATION
IN CHINA.

RECENT developments have not tended to clarify the political outlook in China. The formation of the Southern Confederacy with LI YUAN HUNG as Great President, though not altogether unexpected, was, nevertheless, in the nature of a surprise, as there was a widely prevailing impression that the various leaders in the South were insisting upon the recognition of their claims to importance. General FENG KUO CHANG's scheme—backed by the redoubtable General CHANG HUEI, a former enemy, and General NI SHUN CHANG, another military leader—for the convocation of a conference at Nanking of representatives from the Provinces in order to find a solution of the present difficulty has introduced a new element which is extremely displeasing to the irreconcilables of the South, because one of the objects of the proposed conference is declared to be the retention of YUAN SHIH-KAI as President on the understanding that he sincerely hands over all powers to the new Cabinet. Such an assembly would be just as representative and as legal as

the Nanking Provisional Assembly, which is regarded as the source of all Republican authority and all so-called legal jurisdiction. It is only to be expected, of course, that General FENG would play an important part in the proceedings of such an assembly, but there is no reason to assume that he would push personal ambitions before national interests when he has

two other influential men sitting by watching him. The view finds wide acceptance that FENG KUO CHANG contemplates the formation of a party which shall hold the balance between North and South, but even if that be so, it is obvious that he will have to ally himself with one party or the other before he can accomplish anything. There is always the possibility, too, that the others may combine to suppress him.

Little is heard about the forthcoming peace conference, and it is open to doubt whether it will actually be convened. It is true that the armistice has been extended for another month from the seventh instant, but it is also true that the Government is becoming restive under the restraint of idle armies, which have to be paid—and be paid promptly when there is no opportunity for loot. The Government feels the financial pinch very keenly, and anything may happen to force its hands. Frantic efforts to raise loans are reported, but it may be questioned whether the financial genius of the clever Cantonese who is the President's henchman will be equal to raising the wind at this juncture. It is said that Messrs. Lee, Higginson & Co. of Boston have intimated to the Chinese Minister at Washington their desire to suspend the loan agreement until the country is in a more settled condition. The advance of \$1,000,000 which they have already made to the Peking Government is to be regarded as a separate loan at seven per cent. interest per annum, to be redeemed within three years if the Chinese Government are not in a position to refund the money at the present moment. The existing state of affairs is intolerable. Something drastic and dramatic must happen soon.

A mail for Europe and Siberia closes to-morrow at 3 p.m.

The annual meeting of the Star Ferry Company, Ltd., is announced for June 1st. The register of shares will be closed as from the 27th instant.

The total output of the Kailan Mining Administration's mines for the week ending 6th May amounted to 61,838 tons and the sales 58,169 tons.

Mr. E. D. C. Wolfe, Postmaster General, has been appointed to act as Colonial Treasurer, in addition to his other duties, during the absence on leave of the Hon. Mr. A. M. Thomson, or until further notice.

H.E. the Governor has, under instructions from the Secretary of State, appointed Dr. Wilfred William Pearse to be Medical Officer of Health, vice Dr. Francis William Clarke, retired on pension, with effect from November 29th.

A proclamation by H.E. the Governor in the Gazette prohibits, for a further period of one year, the exportation from the Colony and the carriage coastwise within the Colony, of arms, ammunition, gunpowder, Naval and Military stores, sulphur and saltpetre.

Mr. Ernest Roume, Governor-General of Indo-China, is returning to France, and Siberia, at the request of the French Government. He has been asked to pass through Tokio and Peking in order to confer with Mr. E. Regnault, the French Ambassador in Japan, and Mr. A. Conty, the Minister Plenipotentiary to China.

A python, close upon ten feet in length, was on view at the lower Peak tram station on Saturday morning. The reptile had been caught earlier in the day in the tawel house attached to the residence at the Peak of the Hon. Mr. Claud Severn, Colonial Secretary. When caught the python disgorged two full-grown fowls.

The death has occurred from double pneumonia, following upon diphtheria, of Mrs. L. R. O. Bevan, wife of Professor Bevan, of the Government University, Peking. Amongst those present at the funeral were Sir John and Lady Jordan, Dr. G. E. Morrison, Mr. W. H. Donald, Mr. H. B. Donaldson, Mr. F. L. Pratt, Professors, Barrard, Swallow, Newlands, Lonergan, Aderley, Lund, Cooper, and Drs. Wheeler, Stuckey, and Cornack.

Amongst the members of the Commission International de Ravitaillement, who had the honour of being received by the King on April 8th, when His Majesty invested them with the insignia of the Orders into which they had been admitted, was the Japanese representative, M. Isaburo Yoshida, admitted to a Companionship of the Most Honourable Order of the Bath.

The first approach of a typhoon this season occurred on Friday evening. There was nothing exceptional about the storm to those acquainted with the typhoon season. The maximum squall velocity of the wind was sixty miles an hour, and 1.995 inches of rain were recorded. When the squall was at its height it was found advisable to stop the running of the Kowloon ferries. The police have received reports to the effect that several junks capsized in the harbour, but no loss of life apparently ensued. The typhoon passed within 100 miles of the Colony.

The Bishop of Korea, in his letter to readers of *Morning Calm*, says that he is in Japan for three months, studying the language. "Life becomes more and more intolerable, and work of all kinds more and more difficult of accomplishment in Korea," he writes, "for those of us who know no Japanese. It is rather a foreboding hope this, tackling a new Oriental language in my 64th year, and I am wondering what I shall make of it. But the effort seemed worth while making. Oddly enough, when I was making my plans, I found that Dr. Underwood, the senior missionary of the American Presbyterian Mission in Korea—who came out thirty years ago—was taking steps in the same direction."

A few days ago we announced that the *Strait Times* had decided to present a "Scout" aeroplane costing \$11,000 odd and was inviting its readers to convert the gift into a "fighter" costing \$19,200, and that at the same time it was appealing to the European community of Singapore to subscribe for a "fighter" so as not to lag behind the other sections of the community who had already presented four aircraft to the British Army. We see now that not only have both these objects been attained, but that a surplus of \$5,000 has been received and forms the nucleus of a third fund, which now reaches \$12,000. The Hon. Mr. Tan Jiak Kim has also contributed a "fighter." It has been suggested to us that this example ought to arouse Hongkong to increased effort, and we agree.

HONGKONG'S NEW MEDICAL
OFFICER.

APPOINTMENT OF DR. PEARSE.

A *Gazette* announcement states that Dr. W. W. Pearse has been officially appointed Medical Officer of Health for Hongkong in succession to Dr. Francis Clarke, whose retirement was announced some time back.

The new Medical Officer will be no stranger to his duties, for he came to the Colony fifteen years ago as Assistant Medical Officer of Health and since that date has acted as Medical Officer of Health off and on for five years during the absence of his senior colleague. Dr. Pearse early associated himself with a scheme to afford Hongkong Sanitary Board inspectors an opportunity of studying sanitary science, and it was mainly due to his efforts that the local branch of the Royal Sanitary Institute was founded. The movement inaugurated by the Secretary of State for the teaching of hygiene in schools was also ably supported in Hongkong by Dr. Pearse, who, at the request of the Government, wrote an elementary book on hygiene for use in the local schools. During his service in Hongkong Dr. Pearse has made a special study of the epidemiology of plague, and has contributed writings upon the subject which were highly thought of by students of the subject in other parts of the world.

Dr. Pearse graduated as M.B., C.M., at Aberdeen University in 1893, and obtained the Diploma of Public Health for the same University in the following year. In 1906 he received the degree of M.D. with highest honours from his University, for his thesis on plague. Before he came to Hongkong Dr. Pearse had had experience in India, Mauritius and other tropical countries. On occasion he has been Surgeon Superintendent of Government emigration ships, and was at one time in charge of the quarantine station at Mauritius. Consequently he has had exceptional opportunities of studying tropical diseases and hygiene. We congratulate both him and the Colony upon his promotion, which has been thoroughly well earned.

THE WAR.

HEAVY GERMAN ATTACKS.

REPULSED WITH GREAT LOSSES.

RAIDS ON BRITISH TRENCHES.

AIR ATTACK ON KENT COAST.

THE IRISH SITUATION.

FRANCO-BELGIAN FRONT.

(THROUGH REUTER'S AGENCY.)

GERMANS ATTEMPT TO CROSS YSER CANAL.

A FAILURE IN CHAMPAGNE.

PARIS, May 20th.
4.45 p.m.

To-day's communiqué says:—There was no action before Verdun, except a violent bombardment west of the Meuse of our positions between Avocourt Wood and Mori Hommes.

An enemy attempt to cross the Yser Canal between Steenstraete and Hetsas failed against infantry and artillery fire.

The enemy in Champagne discharged great clouds of gas on our front near Sommepey, but our curtain of fire nipped the prepared attack in the bud.

LANCASHIRE LADS' BRILLIANT WORK.

DOMINATING POSITION AT VIMY CAPTURED.

LONDON, May 21st.

Reuter's correspondent at Headquarters says:—Our gain at Vimy Ridge amounts to 360 yards, not 250 yards as mentioned in the communiqué of the 17th inst. The new line is on the crest of the ridge, destroying the dominance hitherto enjoyed by the Germans at this point, and driving a small salient into the enemy position. The discomfiture of the Germans has since been expressed by furious bursts of shelling, and attempts to harass us by every means, indicating that the enemy will make desperate efforts to recover the lost ground.

Tunnelling towards the enemy craters had been in progress for some time through the heavy chalk, and, when our mine exploded, a storming party of North Lancashires, soon followed by the Lancashire Fusiliers, charged and seized the new craters, one of which was 60 feet wide and 30 feet deep.

Many of the Germans were buried in their dugouts, and their cries were heard until the tumult and noise, but the severe German fire from the support trenches prevented rescue.

The Lancashire lads, scattering bombs and plying the bayonets in the smoking chasm, consolidated the position within an hour under a rain of trench-mortar bombs and hand-grenades, which continued until after midnight.

So strenuous was the work of the labour parties that by daylight the whole of the new front had been linked up and trenches of communication cut to the old line. "Conspicuous coolness" and "exemplary initiative" are the phrases officially applied to the work of the Lancashire. Two subalterns were killed early in the assault, and the non-commissioned officers carried on unhesitatingly. The bodies of the enemy, whose casualties were heavy, are identified as Schleswig-Holsteiners, some of the best troops left in Germany.

GERMAN AIR RAID.

PROMPTLY AVENGED BY FRENCH AND BELGIANS.

PARIS, May 20th.
4.45 p.m.

A communiqué states:—A German attempt to rush a small post in the Vosges failed. German aeroplanes last night bombed Dunkirk and Bergues, killing one and wounding twenty-seven at Dunkirk, and killing five and wounding eleven at Bergues. French and Belgian squadrons promptly avenged this by bombing enemy camps, and an aviation centre at Ghislies.

(THROUGH REUTER'S AGENCY.)

HEAVY GERMAN ATTACKS.

RESULT IN SERIOUS ENEMY LOSSES.

PARIS, May 21st.
1.15 a.m.

A communiqué states:—Left of the Meuse, after a bombardment of extreme violence, the Germans, in the afternoon, attacked on a wide front in the Morthomme region. The enemy east of Morthomme momentarily penetrated our first line, but a sharp counter-attack drove them back with heavy losses. The Germans to the west of and on the northern slopes of Morthomme, after a series of fruitless assaults which our artillery and infantry fire rendered murderous, succeeded at the close of the day in occupying some of the elements of an advanced trench.

The enemy contingent who were pushed to our second line were caught by a fierce artillery fire and retired in disorder, abandoning numerous dead. There has been great artillery activity in the Avocourt and Hill 304 region, and an intermittent bombardment on the right of the Meuse and in Woëvre. Our artillery north-west of Royé shelled enemy supply depots, causing several fires. Two strong German reconnaissances north of Soissons were dispersed.

THE BRITISH FRONT.

ENEMY RAIDS.

LONDON, May 21st.

General Sir Douglas Haig, in a communiqué states:—After a heavy bombardment the enemy last night raided our line south-west of Loos and entered a front trench, but was immediately ejected. The enemy also attempted to rush a post north-west of Wiltje but was driven back. The Loyal North Lancashires re-captured the crater at Vimy Ridge which the enemy captured on the 18th. There has been considerable artillery activity to-day at various points on our front, principally in the Souchez region and north-east of Fauquissart. We exploded a mine to-day in the Hulluch sector and occupied the crater.

There has been much successful aerial work in the favourable weather. Yesterday there were thirteen combats in the air, and two enemy machines were felled behind the German lines.

NAVAL ACTIVITIES.

(THROUGH REUTER'S AGENCY.)

BRITISH SUBMARINES AT WORK.

COPENHAGEN, May 21st.

A German steamer was torpedoed on the 17th by a British submarine. The vessel tried to escape, but was stopped by a shot. The crew were given ample time to escape.

RUSSIAN FRONT.

(THROUGH REUTER'S AGENCY.)

UNEVEN FIGHTING.

PETROGRAD, May 20th.

A communiqué states:—There has been uneven fighting, except in Parris, where the Russians occupied the town of Sakys and advanced to the village of Dan, south of lake Urmia.

ITALIAN FRONT.

(THROUGH REUTER'S AGENCY.)

ENEMY OFFENSIVE DEFEATED.

VALIANT ITALIANS.

ROME, May 21st.

A communiqué states:—Enemy attacks between Adige and the Terragnolo Valley were repulsed. Then the enemy resumed the violent bombardment on the northern slope of Pasubio, using tear shells. There was an enemy offensive between Terragnolo and Upper Astigo. The Italians valiantly sustained their attacks on the Asiago Plateau, and although the enemy offensive was prepared and supported by a fierce bombardment it was shattered by the firm resistance of the Italians.

A great Austrian aerial raid on the Venetian Plain did little damage. There were a few casualties.

AUSTRIANS' TERRIBLE LOSSES.

ROME, May 21st.

A cheerful view of the situation on the Italian front is taken at Rome. It is stated that the Austrians' small successes cost them 20,000 casualties. The spirit of the Italians is splendid in face of the tremendous artillery fire. Experts say that the Austrians are being exhausted and bled, the effects of which will shortly be seen to the advantage of the Italians and the Allies.

AIRSHIP ACTIVITY.

(THROUGH REUTER'S AGENCY.)

ANOTHER RAID ON KENT COAST.

ENEMY SEAPLANE FELL.

LONDON, May 20th.

It is officially announced that at least three seaplanes raided the east coast of Kent at two o'clock in the morning. A dozen explosive bombs were dropped on the Isle of Thanet, but only a few windows were broken. Twenty-five bombs were dropped on south-east Kent, where a soldier was killed, and a woman and a seaman were injured. The damage was insignificant.

One of the raiders was felled by a Naval patrol off the Belgian coast.

GENERAL.

(THROUGH REUTER'S AGENCY.)

SWEDEN'S APPREHENSIONS ALLAYED.

RESTRICTIONS ON PULP EXPORT REMOVED.

LONDON, May 21st.

The Daily Telegraph announces that the Anglo-French proposals (in which Russia has acquiesced) that the fortifications on the Aland Islands shall be dismantled after the war have allayed apprehensions in Sweden. One of the immediate results will be the removal of the restrictions on the Swedish pulp export trade.

BRITISH OFFICER DECORATED.

LONDON, May 21st.

It is stated in the Gazette that the Albert Medal of the First Class has been awarded to Major C. L. Newall, of the 2nd Gurkhas, for extinguishing a fire at a large bomb store.

COTTON CONFERENCE ADJOURNED.

LONDON, May 21st.

The conference of the representatives of the cotton employers and employees in Manchester yesterday was adjourned till next week.

IRISH COMMISSION GOING TO DUBLIN.

LONDON, May 21st.

The Irish Commission goes to Dublin on Tuesday.

[Telegram received on Saturday and published in "Echo" on Sunday will be found on page 6.]

A MILITARIST'S CONFESSIONS.

HOW GERMANY PREPARED THE WAR.

The most remarkable German comment on the Imperial Chancellor's recent speech comes from an unexpected direction—from the Headquarters of Marshal von Hindenburg. The completion of Hindenburg's 50th year of military service was celebrated with much speech-making. Lieutenant-General von Ludendorff, Hindenburg's Chief of Staff, delivered a speech in which he gave a very different account of the origins of the war from that of the Imperial Chancellor. Sketching the 50 years of Hindenburg's career, Ludendorff declared that Germany is now reaping a harvest which she sowed at the time that Hindenburg entered the Army. He said: "April, 1866, saw the German Bund still an impotent collection of States and an obscure remnant of an older time. Prussia was against Austria. Prussia won the predominance, and the North-German Bund arose in a state of military efficiency. But the world did not then feel itself affected, and the whole business was for the world a domestic concern of Central Europe. Then came the war of 1870, Germany arose, and the world itself began to listen. Then there came the time when the Germans and Germany found that their cost had become too light, when everything strove for an outlet, and when unconsciously and consciously Germany became a rival of the Great Powers which believed that they could be permitted to control the world. England recognized this, and thus arose this world conflagration, which can only end in Germany and Central Europe acquiring the position of power which belongs to them. The way that Prussia-Germany has traversed is a gigantic way. The harvest which Prussia-Germany sowed in 1860 has ripened."

Addressing Marshal von Hindenburg, the speaker continued:—"You have helped in the sowing, and you are helping now in the harvesting. You have been able to do your part in the sharpening of the sword which Germany's Emperors and Prussia's Kings gave to their people, in order that they might be able to stand this world-struggle. And then you were called from retirement to wield this sword."

In a second speech General von Ludendorff interpreted the Imperial Chancellor's speech as meaning that the occupied territories in the East are to enjoy "the blessing of Prussian-German administration," and said that the speech had consequently been heartily welcomed at Hindenburg's headquarters.

THE CASE OF THE DERFFLINGER.

APPEAL DISALLOWED.

Judgement was delivered on April 7th in the case of the N.D.L. s.s. Derfflinger. It was an appeal from the decision of His Britannic Majesty's Supreme Court of Egypt (in prize) to the Judicial Committee of the Privy Council (in prize).

Their Lordships' judgment was as follows:—This vessel, shelled by her build that she was intended for conversion into a warship. The Hague Convention therefore does not apply (see Article 6). She passed through the Canal, and arrived at Port Said on August 2nd on a voyage from Yokohama to Bremen. Her log contains the following entries:—

1914, August 2nd.—Arrived Port Said. The journey cannot be continued on account of the war.

August 3rd.—Passengers and baggage landed.

Under the International Buz Canal Convention of 1889 she was entitled to use the Canal for the purposes of passage. She had used it, and the above entries show that her voyage of passage was over; that her journey was, in her view, rendered abortive by reason of the war, and that she had accordingly landed her passengers and cargo. Port Said was, on August 2nd and 3rd, a neutral port. The war which caused the discontinuance of the ship's voyage was the war between Germany and France, and that between Germany and Russia. When war broke out on August 4th between Germany and Great Britain the vessel was lying in Port Said, not in exercise of a right of passage, but by way of user of the port as a port of refuge. Under these circumstances, the "Canal Convention" had ceased to be operative, and she was not entitled to any protection. The ship was a German ship lying in an enemy port, and was a ship to which the Hague Convention did not apply. If any justification were necessary for the subsequent acts of the Egyptian and British Governments, it is found in the fact that the ship, while lying in the port, was using her wireless for communicating information to the German warships, the Goeben and the Breslau. In their Lordships' opinion, the order for her confiscation was right, and this appeal should be dismissed. The order should be varied, however, so as to run and as such otherwise subject and liable to confiscation and condemned the said ship, as good and lawful prize, as of right, to the Crown, and in other respects should be in the form of the order under appeal. Their Lordships will advise His Majesty accordingly. The appellants will pay the costs of the appeal.

A SIXTH AUSTRALIAN DIVISION.

Mr. Pearce, Australian Minister of Defence, last month, stated that he believed Australia is capable of supplying a new division and that probably authority would be given in a few days. He did not anticipate any difficulty in maintaining the necessary reinforcements for this five divisions already sent.

GERMANY'S CRIMES.

MR. WILSON'S ADDRESS TO CONGRESS.

"TRAGEDY UPON TRAGEDY."

In his address to Congress last month, President Wilson said:—"A situation has arisen in the foreign relations of the country of which it is my plain duty to inform you very frankly."

It will be recalled that in February, 1915, the Imperial German Government announced its intention to treat the waters surrounding Great Britain and Ireland as embraced in the seat of war, and to destroy all merchant ships owned by its enemies found within any part of that portion of the high seas, and warned all vessels of neutral, as well as belligerent, ownership to keep out of the waters thus proscribed, or else to enter them at their peril. The Government of the United States earnestly protested, and took the position that such a policy could not be pursued without the practical certainty of the gross and palpable violation of the law of nations, particularly if submarine craft were employed as its instruments, inasmuch as the rules prescribed by that law—rules founded on principles of humanity and the established protection of the lives of non-combatants at sea—could not, in the nature of the case, be observed by such vessels. It based its protest on the ground that persons of neutral nationality, and vessels of neutral ownership, would be exposed to extreme and intolerable risks, and that no right to close any part of the High Seas against their use, or to expose them to such risks could lawfully be asserted by any belligerent Government.

The law of nations in these matters, upon which the Government of the United States based its protest, is not of recent origin, or founded merely upon arbitrary principles set up by convention. It is based, on the contrary, on the manifest and imperative principles of humanity, and has long been established with approval by the express assent of all civilized nations.

Notwithstanding the earnest protest of our Government, the Imperial German Government at once proceeded to carry out the policy it had announced, and expressed the hope that the dangers involved, at any rate for neutral vessels, would be reduced to a minimum by the instructions it had issued to the submarine commanders. It assured the Government of the United States that it would take every possible precaution, both to respect the rights of neutrals and to safeguard the lives of non-combatants.

What has actually happened in the year since elapsed has shown that those hopes were not justified, that those assurances were not susceptible of being fulfilled. In pursuance of the policy of submarine warfare against the commerce of its adversaries thus announced and entered by Germany despite the solemn protest of this Government, the commanders of German undersea vessels have attacked merchant ships with greater and greater activity, not only on the high seas surrounding Great Britain and Ireland, but wherever they could encounter them, in a way that has grown more and more ruthless, more and more indiscriminate, as the months have gone by, and less and less observant of restraint of any kind. They have delivered attacks without compunction against vessels of every nationality, against vessels of every description, and against vessels of every sort of grandeur.

Vessels of neutral ownership, even bound from neutral port to neutral port, have been destroyed, along with vessels of belligerent ownership, in constantly increasing numbers. Sometimes the merchantmen attacked have been warned and summoned to surrender before being fired on or torpedoed; sometimes the passengers and crews have been rescued, the poor security of being allowed to take to the ship's boats before she was sent to the bottom. But again and again no warning has been given, no escape even to the ship's boats has been allowed those on board.

What this Government foresaw must happen has happened. Tragedy has followed tragedy on the seas in such a fashion and with such attendant circumstances as make it grossly evident that warfare of such a sort—if warfare it be—cannot be carried on without the most palpable violation of the dictates, alike of right and humanity. Whatever the disposition and intention of Germany, it has manifestly proved impossible for it to keep such methods of attack upon the commerce of its enemies within the bounds set by either reason or the heart of mankind.

In February of the present year Germany informed this and other neutral Governments of the world that it had reason to believe that the Government of Great Britain had armed all the merchant vessels of British ownership and given them secret orders to attack any submarine enemy they might encounter upon the seas, and that Germany felt justified in the circumstances in treating all armed merchantmen of belligerent ownership as auxiliary vessels of war, which it would have the right to destroy without warning. The Law of Nations has long recognized the right of merchantmen to carry arms for protection and to use them to repel attack; though they would use them in such circumstances as their own risk, but Germany claimed the right to set these understandings aside in circumstances which it deemed extraordinary. Even the terms in which it announced its purpose thus still further to relax the restraints it had previously professed its willingness and desire to put upon the operations of its submarines, carried the plain implication that at least vessels which were unarmed would still be exempt from destruction without warning, and that personal safety would be accorded to their passengers and crews. But even that limitation, if it is ever practicable to check it, has, in fact, constituted no check at all upon the destruction of ships of every sort.

"LUSITANIA," "ARABIC," AND "SUSSEX."

Again and again Germany has given this Government solemn assurances that at least passenger ships will not be thus dealt with, yet she has again and again permitted her undersea commanders to disregard those assurances with entire impunity. Great liners like the *Lusitania* and the *Arabic*, and mere ferry boats like the *Sussex* have been attacked without a moment's warning, sometimes before they were even aware that they were in the presence of an armed vessel of the enemy, and the lives of non-combatants, both passengers and crew, have been sacrificed wholesale in a manner which the Government of the United States cannot but regard as wanton and without the slightest colour of justification. No limit of any kind, in fact, has been set to the indiscriminate pursuit and destruction of merchantmen of all kinds and all nationalities within waters constantly extending in range, where operations are carried on, and the roll of Americans who have lost their lives in ships thus attacked and destroyed, grown month by month until it has mounted into hundreds.

One of the latest and most shocking instances of this method of warfare was that of the destruction of the French cross-channel steamer *Sussex*. It must stand forth as the sinking of the *Lusitania* did, so singularly tragical and unjustifiable as to constitute a truly terrible example of the inhumanity of submarine warfare, as the commanders of German vessels for the past 12 months have been conducting it. If this instance stood alone, some explanation, some disavowal by the German Government, some evidence of a criminal mistake or of wilful disobedience on the part of the commander of the vessel that fired the torpedo, might be sought or entertained, but, unhappily, it does not stand alone. Recent events make the conclusion inevitable that it is only one instance, even though one of the most extreme and most distressing instances, of the spirit and method of warfare which Germany has mistaken, adopted, and which, from the first, has exposed that Government to the reproach of trusting all neutral rights aside in the pursuit of its immediate object.

UNITED STATES' PATIENCE.

The Government of the United States has been very patient. At every stage of this distressing experience of tragedy after tragedy in which its own citizens have been involved it has sought to be restrained from any extreme course of action or protest by thoughtful consideration of the extraordinary circumstances of this unprecedented war and has re-acted in all it said and did by the sentiments of genuine friendship which the people of the United States have always entertained and continue to entertain towards the German nation.

It has, of course, accepted the successive explanations and assurances of Germany as given in entire sincerity and good faith, and has hoped, even against hope, that it would prove possible for Germany to order and control the acts of her naval commanders as to square her policy with the principles of humanity as embodied in the Law of Nations. It has been willing to wait until the significance of the facts became absolutely unmistakable and susceptible of but one interpretation.

That point has now, unhappily, been reached. The facts are susceptible of but one interpretation. The Imperial German Government has been unable to put any limits or restraint upon its warfare against either freight or passenger ships. Therefore, it has become painfully evident that the position which this Government took at the very outset is inevitable—namely, that the use of the submarine for the destruction of the enemy's commerce, of necessity because of the very character of the vessel employed and of the very methods of attack which their employment involves, is incompatible with the principles of humanity, the long-established and incontrovertible rights of neutrals, and the sacred immunities of non-combatants.

THE MESSAGE TO GERMANY.

I have deemed it my duty, therefore, to say to the Imperial German Government that, if it is still its purpose to prosecute relentless indiscriminate warfare against vessels of commerce by the use of submarines, notwithstanding the now demonstrated impossibility of conducting that warfare in accordance with what the Government of the United States must consider the sacred and indisputable rules of International Law and the universally recognized dictates of humanity, the Government of the United States in at last forced to the conclusion that there is but one course it can pursue, and unless the Imperial German Government now immediately declares and effect the abandonment of its present methods of warfare against passenger and freight carrying vessels, this Government will have no choice but to sever diplomatic relations with the Government of the German Empire altogether.

This decision I have arrived at with the keenest regret. The possibility of this action contemplated. I am sure all thoughtful Americans look forward to with unaffected reluctance, but we cannot forget that we are, in some sort, and by the force of circumstances, responsible spokesmen of the rights of humanity. We cannot remain silent while those rights seem in process of being swept utterly away in the maelstrom of this terrible war. We owe it to the due regard of our own rights as a nation, to our sense of duty as a representative of the rights of neutrals the world over, and to a just conception of the rights of mankind to take this stand now.

With the utmost solemnity and firmness I have taken it, and I have taken it in the confidence that it will meet with your approval and support. All sober-minded men must unite in hoping that Germany, which in other circumstances has stood as the champion for all we are now contending for in the interest of humanity, may recognize the justice of our demands and meet them in the spirit in which they are made.

Hongkong, 19th April, 1916.

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NAGOYA	June 16	KHYBER	July 17	July 24
NYANZA	June 30	Through steamer	Aug. 4	Aug. 13
NELLORE	July 14	Through steamer	Aug. 18	Aug. 27
NANKIN	July 23	Through steamer	Sept. 1	Sept. 10
SOMALI	Aug. 11	KAISAR-I-HIND	Sept. 11	Sept. 18
NORH	Aug. 25	MOOLTAN	Sept. 25	Oct. 2

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	\$ KAMO MARU Capt. Shimizu	16,000	THURSDAY, 8th June, at Noon
VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHANGHAI and YOKOHAMA	\$ YOKOHAMA MARU Capt. Shincho	12,500	WED'DAY, 7th June, at 4 P.M.
	\$ SADO MARU Capt. Asakawa	12,500	TUESDAY, 27th June, at 4 P.M.
SYDNEY and MELBOURNE via MANILA, BANGALANG, THURSDAY ISLAND, TOWNVILLE & BRISBANE	\$ TANGO MARU Capt. Hayashi	12,500	TUESDAY, 13th June, at 4 P.M.
	\$ NIKKO MARU Capt. Takada	6,000	FRIDAY, 14th July, at 4 P.M.
CALCUTTA via SINGAPORE, PENANG and RANGOON	\$ TENSIN MARU Capt. Kawai	8,000	WED'DAY, 31st July
BOMBAY via SINGAPORE, MALACCA and COLOMBO	\$ RANGOON MARU Capt. Hori	8,000	MONDAY, 22nd May
KOBE & YOKOHAMA	\$ TOSA MARU Capt. Sakamoto	10,000	WED'DAY, 24th May
MOJI and KOBE			
NAGASAKI, KOBE and YOKOHAMA	\$ NIKKO MARU Capt. Teraoka	9,800	MONDAY, 12th June, at 10 A.M.
SHANGHAI and KOBE	\$ KASHIMA MARU Capt. Tabata	15,000	THURSDAY, 1st June, at 10 A.M.

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* JINYO MARU	8,000—12 knots	MON., 26th June Noon.
* PERSIA MARU	9,000—14 knots	TUES., 4th July 10.30 A.M.
* KWANTO MARU	8,000—12 knots	SATUR., 8th July Noon.
* KIYO MARU	17,500—14 knots	TUES., 11th July Noon.
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